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Takeyama et al.

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(54) **INTAKE DEVICE FOR INTERNAL COMBUSTION ENGINE**

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(57) **ABSTRACT**

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(30) **Foreign Application Priority Data**

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(51) **Int. Cl.**⁷ **F02M 33/00**

(52) **U.S. Cl.** **123/572**; 123/184.57

(58) **Field of Search** 123/572-574,
123/184.21-18

An intake device for an internal combustion engine has: a first intake pipe which is connected to the engine so as to conduct an intake air to the engine, and which has an opening portion that is provided in an upstream-side lower portion of the first intake pipe located at an upstream side in a flowing direction of the intake air; and a second intake pipe which has a downstream-side end portion that faces an upstream-side end portion of the first intake pipe, with a gap formed therebetween, and which conducts the intake air to the first intake pipe. An unburned gas reflux passage is provided for conducting an unburned gas from the engine to the first intake pipe. A container surrounds the gap and the opening so as to receive the unburned gas flowing from the opening portion. Thus, it becomes possible to prevent release of unburned gas into the atmosphere by performing a simple process on a conventional structure.

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9 Claims, 5 Drawing Sheets

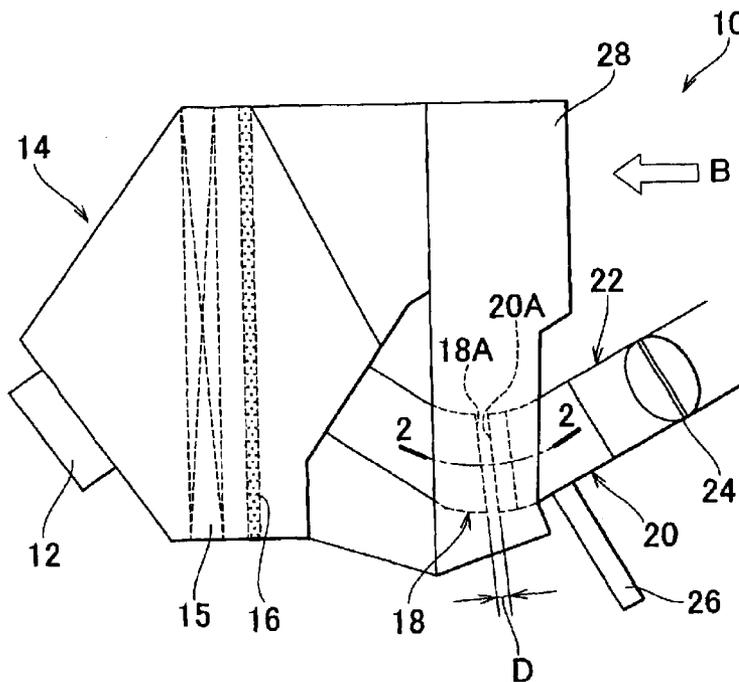


FIG. 1

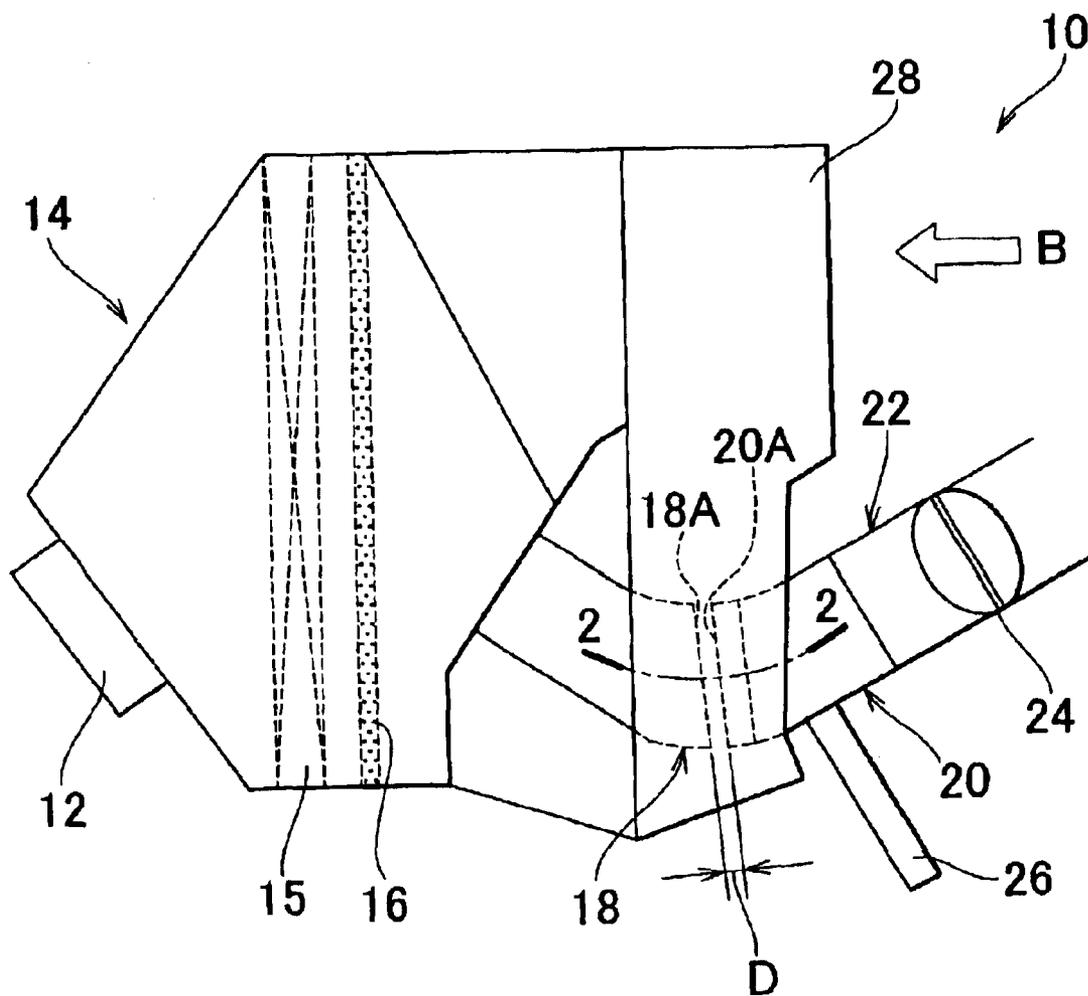


FIG. 2a

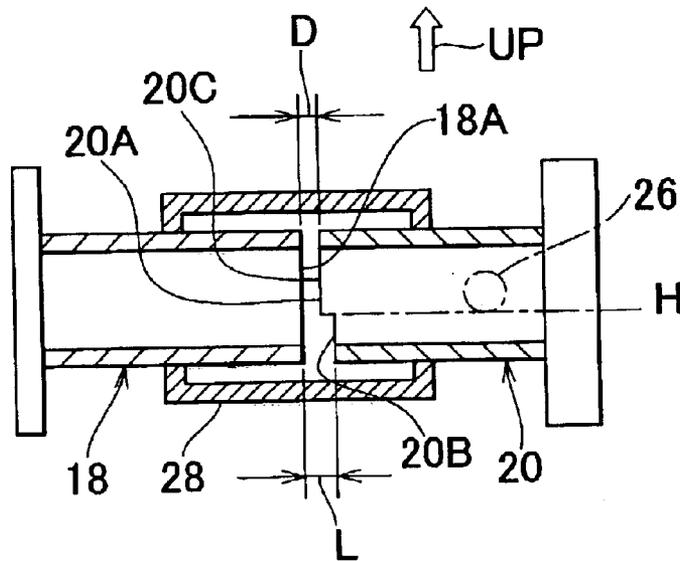


FIG. 2b

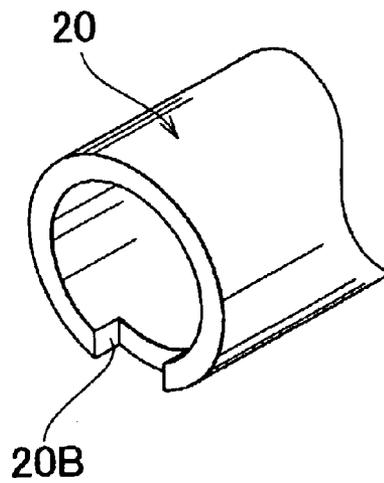


FIG. 3

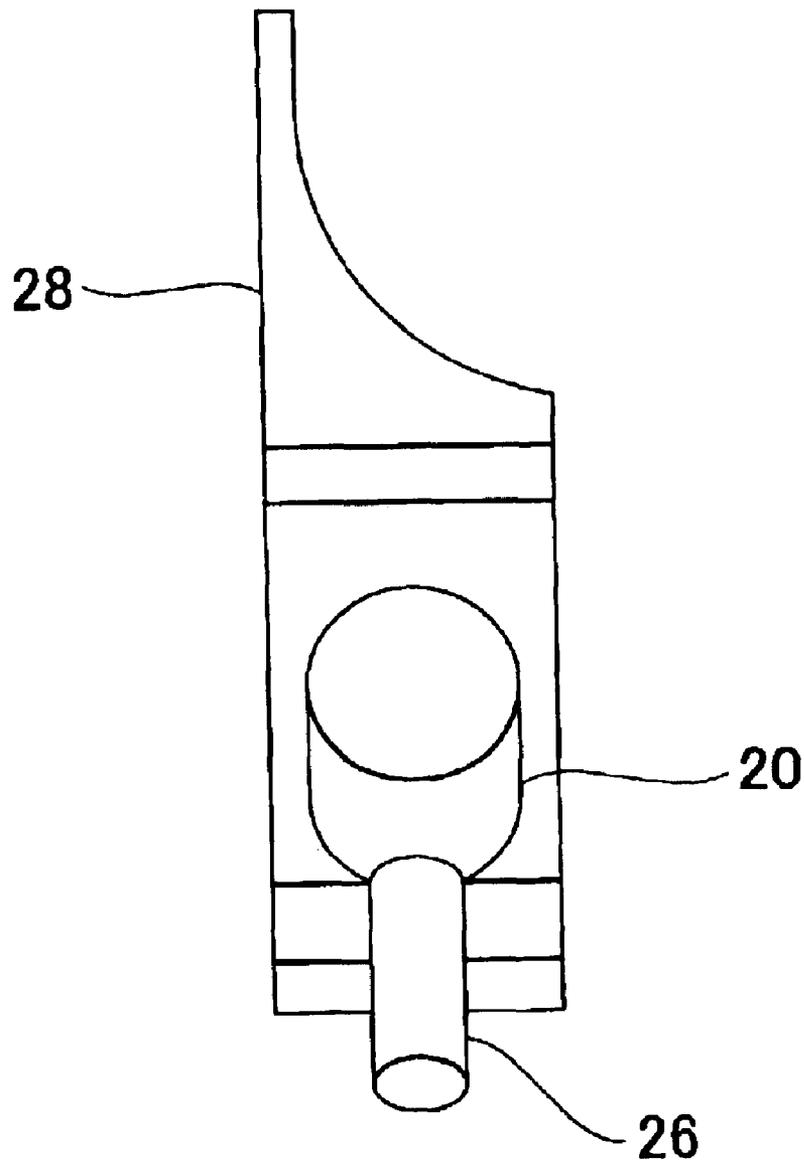


FIG. 4

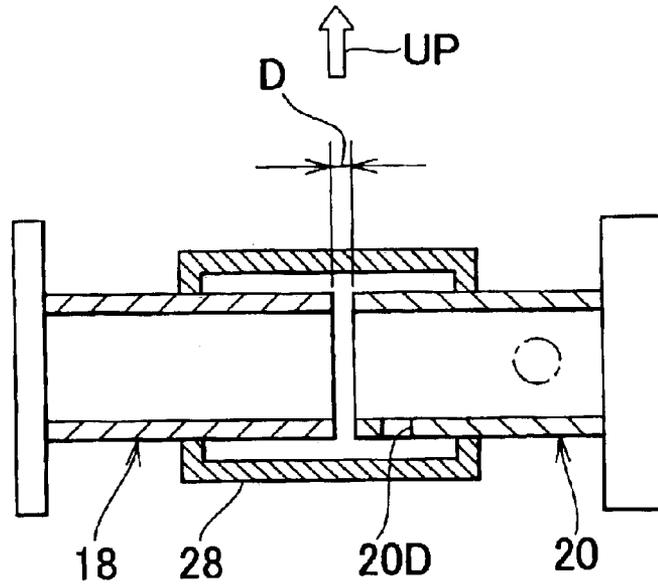


FIG. 5

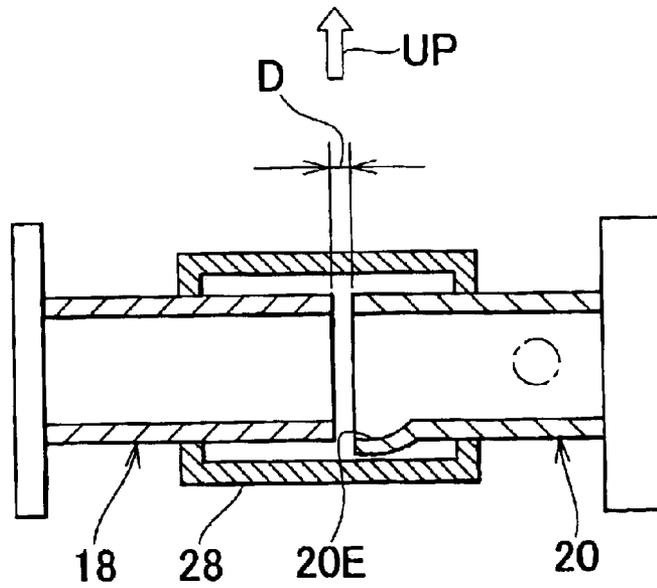
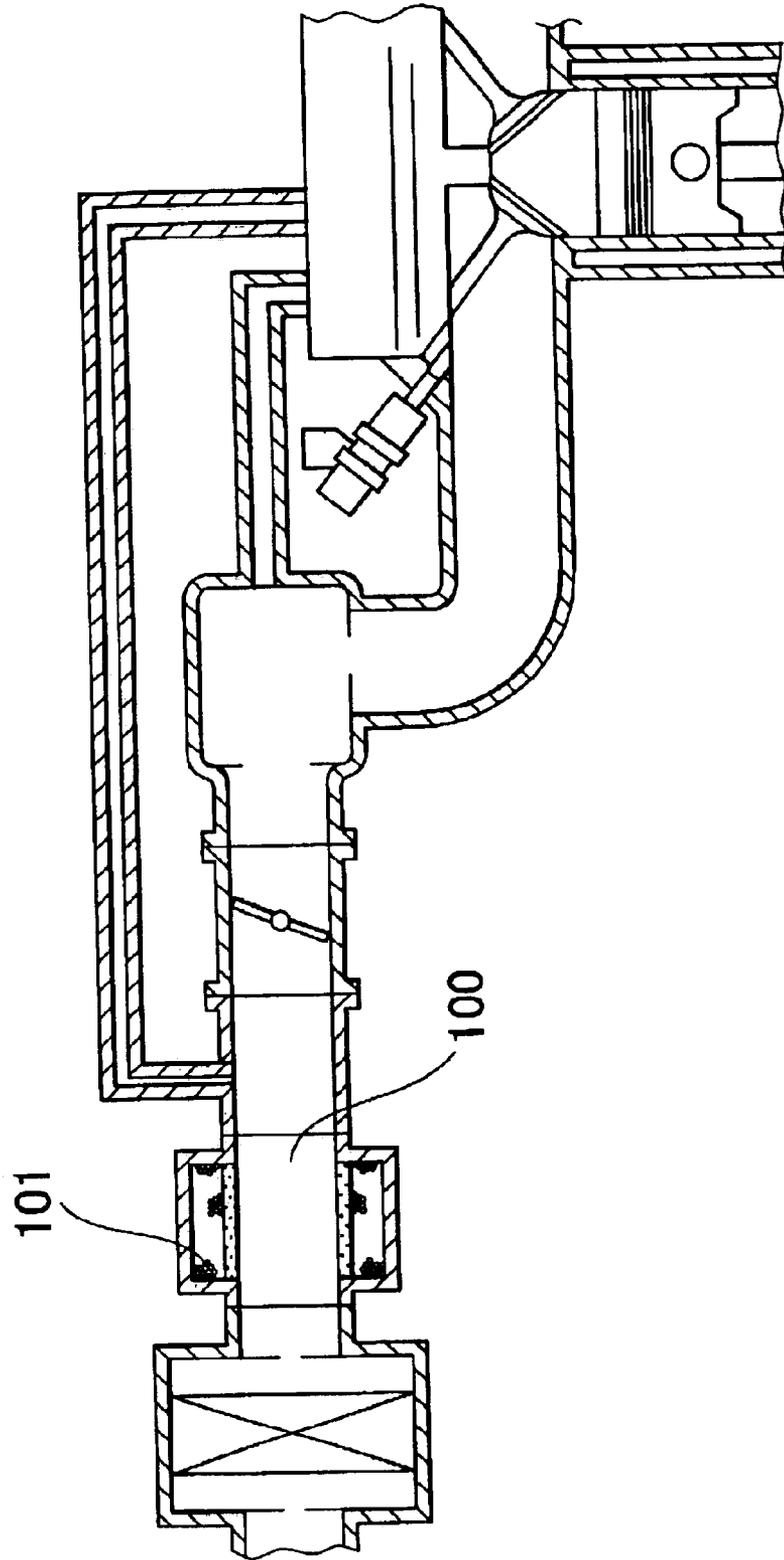


FIG. 6

PRIOR ART



INTAKE DEVICE FOR INTERNAL COMBUSTION ENGINE

INCORPORATION BY REFERENCE

The disclosure of Japanese Patent Applications No. 2002-166917 filed on Jun. 7, 2002, including the specification, drawings and abstract, is incorporated herein by reference in its entirety.

BACKGROUND OF THE INVENTION

1. Field of the Invention

The invention relates to an intake device for an internal combustion engine of a motor vehicle or the like.

2. Description of the Related Art

An example of the internal combustion engine-purposed intake devices that prevent release of unburned gasses, such as fuel vapor and the like, is an intake device as shown in FIG. 6 in which an adsorbent layer 101 is formed around an outer peripheral surface of an intake passageway 100 (Japanese Patent Application Laid-open No. 2002-4956). In this intake device for an internal combustion engine, unburned gas flowing in the intake passageway 100 is adsorbed and trapped by the adsorbent layer 101. Therefore, in the internal combustion engine-purposed intake device, it is essential that the adsorbent layer 101 be formed on an outer peripheral surface of the intake passageway 100. However, due to the provision of the adsorbent layer 101, the number of component parts of the intake device increases and the production process of the device becomes rather complicated, in comparison with a conventional internal combustion engine-purposed intake device.

SUMMARY OF THE INVENTION

Accordingly, it is an object of the invention to provide an internal combustion engine-purposed intake device that is made capable of preventing release of unburned gas into the atmosphere by performing a simple process on a conventional structure.

In accordance with the invention, an intake device for an internal combustion engine includes: a first intake pipe which is connected to the internal combustion engine so as to conduct an intake air to the internal combustion engine, and which has an opening portion that is provided in an upstream-side lower portion of the first intake pipe located at an upstream side in a flowing direction of the intake air; and a second intake pipe which has a downstream-side end portion that faces an upstream-side end portion of the first intake pipe, with a gap formed between the downstream-side end portion of the second intake pipe and the upstream-side end portion of the first intake pipe, and which conducts the intake air to the first intake pipe. An unburned gas reflux passage is provided which conducts an unburned gas from the internal combustion engine to the first intake pipe. The intake device further includes a container that surrounds the gap and the opening, and that receives the unburned gas flowing from the opening portion.

According to the above-described internal combustion engine-purposed intake device, intake air is conducted to the internal combustion engine via the second intake pipe and then the first intake pipe. The unburned gas from the engine is conducted to the first intake pipe via the unburned gas reflux passage. Since the unburned gas has a greater specific gravity than air, the unburned gas, during a stop of the engine, moves along a lower portion of the first intake pipe,

and then falls into the container via the opening portion, and thus resides in the container. In the invention, the unburned gas refers to a gas that has not been completely burned, and includes an incompletely burned gas as well as a gas that has not been burned at all. The unburned gas also includes a fuel vapor that flows back through the first intake pipe due to diffusion from the internal combustion engine during a stop of the engine, as well as a gas conducted to the first intake pipe via the unburned gas reflux passage as described above.

Due to the provision of the opening portion in the upstream-side lower portion of the first intake pipe and the formation of the container surrounding the gap and the opening portion, unburned gas can be stored in the container. Therefore, it becomes possible to prevent release of unburned gas into the atmosphere. The opening portion is provided in a lower portion of an upstream-side portion of the first intake pipe. The "lower portion" herein includes a lowermost end portion of an intake pipe whose axis extends substantially horizontally, and also includes a portion of a lower half portion of an intake pipe that is other than a lowermost end portion. During an operation of the internal combustion engine, unburned gas is refluxed to the first intake pipe and is then conducted to the engine by a suction stream of atmospheric air. Furthermore, suction noises enter the container via the gap between the first intake pipe and the second intake pipe. Therefore, the function of the container as a resonant chamber is maintained. If the first intake pipe and the second intake pipe that face each other are joined at a portion, the above-stated operation and advantages can be achieved as long as a gap is formed between the two pipes.

BRIEF DESCRIPTION OF THE DRAWINGS

The above mentioned and other objects, features, advantages, technical and industrial significance of this invention will be better understood by reading the following detailed description of preferred embodiments of the invention, when considered in connection with the accompanying drawings, in which:

FIG. 1 is a plan view of an internal combustion engine-purposed intake device in accordance with an embodiment of the invention;

FIG. 2a is a sectional view taken on line 2—2 in FIG. 1;

FIG. 2b is a perspective view of a first intake pipe;

FIG. 3 is a side view taken in a direction indicated by an arrow B in FIG. 1;

FIG. 4 is a sectional view of an embodiment in which an opening portion is provided apart from a gap;

FIG. 5 is a sectional view of an embodiment in which an opening portion is formed by lowering an upstream-side lower end portion of the first intake pipe; and

FIG. 6 is a diagram illustrating a conventional internal combustion engine-purposed intake device having a structure for preventing release of unburned gas.

DESCRIPTION OF THE EXEMPLARY EMBODIMENTS

In the following description and the accompanying drawings, the present invention will be described in more detail with reference to exemplary embodiments.

As shown in FIG. 1, an internal combustion engine-purposed intake device 10 has an atmospheric air inlet 12. Via the atmospheric air inlet 12, air needed for an engine as an internal combustion engine (not shown) is taken in. An air cleaner case 14 is disposed downstream of the atmospheric air inlet 12 in a flowing direction of intake air. The case 14

contains an air filter **15** and an HC adsorption sheet **16**. The HC adsorption sheet **16** is a filter formed by a sheet of activated carbon. The sheet **16** adsorbs hydrocarbon (HC) in the intake device **10**.

A second intake pipe **18** is disposed downstream of the air cleaner case **14** in the flowing direction of intake air. The second intake pipe **18** is disposed substantially horizontally so that an axis of the pipe **18** is slightly inclined upward toward a downstream side. An interior of the second intake pipe **18** forms a passageway of intake air that is drawn in via the atmospheric air inlet **12**. A first intake pipe **20** is disposed downstream of the second intake pipe **18**. The first intake pipe **20** is disposed substantially horizontally so that an axis of the pipe **20** is slightly inclined upward toward the downstream side. An upstream-side end portion **20A** of the first intake pipe **20** faces a downstream-side end portion **18A** of the second intake pipe **18**, with a gap **D** formed therebetween. A construction is made such that the intake air drawn into the second intake pipe **18** is conducted to the first intake pipe **20**.

A downstream side portion of the first intake pipe **20** is connected to the engine (not shown) via a throttle body **22** that contains a throttle valve **24**. A PCV (positive crankcase ventilation) passageway **26**, provided as an unburned gas reflux passageway, is connected to the first intake pipe **20**. Another end of the PCV passageway **26** is connected in communication to a crankcase of the engine (not shown) via a PCV valve (not shown). A construction is made such that unburned gas is conducted to the first intake pipe **20** via the PCV passageway **26**. Due to the reflux of unburned gas into the first intake pipe **20**, the unburned gas will be subjected to combustion again. It is to be noted herein that a side view taken in a direction indicated by an arrow **B** in FIG. **1** is shown in FIG. **3**.

FIG. **2a** is a sectional view taken along a line **2—2** in FIG. **1**. In FIG. **2a**, an arrow **UP** indicates a direction opposite to the direction of gravity. FIG. **2b** is a perspective view of the first intake pipe **20**. As shown in FIGS. **2a** and **2b**, a lower end portion of an upstream-side portion of the first intake pipe **20** has a cutout **20B** as an opening portion. As shown in FIG. **2a**, the cutout **20B** is formed at a position such that at least a portion of the cutout **20B** is lower than the position **H** of a lower end of a connecting portion between the first intake pipe **20** and the PCV passageway **26**. An interval **L** between the cutout portion **20B** and the downstream-side end portion **18A** of the second intake pipe **18** is larger than the size of the gap **D** between an upper portion **20C** of the upstream-side end portion **20A** of the first intake pipe **20** and the downstream-side end portion **18A** of the second intake pipe **18**. If the interval **L** is slightly less than a diameter of the first intake pipe **20** which is 60 mm, and is greater than or equal to 8 mm and less than or equal to 40 mm, the cutout **20B** will also achieve a sound absorption effect as described below. A sealed container **28** is formed surrounding the gap **D** and the cutout **20B**. The container **28** is capable of receiving unburned gas that falls out of the cutout **20B**. The container **28** is also designed so as to absorb suction noises that may enter the container **28** via the gap **D**.

Operation of the embodiment will next be described.

As shown in FIG. **1**, the intake air drawn in via the atmospheric air inlet **12** is conducted to the engine (not shown) via the air cleaner case **14**, the second intake pipe **18** and the first intake pipe **20**. The unburned gas from the engine is conducted to the first intake pipe **20** via the PCV passageway **26**. If the throttle valve **24** is open during a stop of the engine (not shown), unburned gas, such as HC,

diffusing from the engine, moves along a lower portion of the first intake pipe **20** in a direction toward the HC adsorption sheet **16**. If the throttle valve **24** is closed during a stop of the engine, the condensation of unburned gas, such as HC and the like, produced in the PCV passageway **26**, vaporizes due to high temperature caused by DBL (diurnal breathing loss) and the like, and the vaporized unburned gas moves along the lower portion of the first intake pipe **20** in the direction toward the HC adsorption sheet **16**. Since the unburned gas has a greater specific gravity than air, the unburned gas, during a stop of the engine, moves along a lower portion of the first intake pipe **20**, and then falls into the container **28** via the cutout **20B**, and resides in the container **28** as can be understood from FIG. **2a**.

During an operation of the engine, unburned gas is refluxed into the first intake pipe **20** due to a stream of atmospheric intake air, and is conducted to the engine (not shown). Thus, due to the formation of the cutout **20B** in the upstream-side lower end portion of the first intake pipe **20** and the provision of the sealed container **28** surrounding the gap **D** and the cutout **20B**, unburned gas can be stored in the container **28**. Therefore, it becomes possible to prevent release of unburned gas into the atmosphere.

It is to be noted that since the opening portion is provided as the cutout **20B** formed in a lower end portion of the first intake pipe **20** located at an upstream side of the pipe in the flowing direction of intake air, the formation of the opening portion is easy. Furthermore, since suction noises easily enter the container **28** via the gap **D** between the first intake pipe **20** and the second intake pipe **18**, the container **28** can also function as a resonant chamber. Still further, since at least a portion of the cutout **20B** is formed at a position below the connecting portion between the first intake pipe **20** and the PCV passageway **26**, unburned gas more easily flows into the cutout **20B**.

Although in the foregoing embodiment, only one opening portion is provided, the invention is not limited so. For example, it is possible to provide two or more opening portions. According to another embodiment, a construction as shown in FIG. **4** is possible in which an aperture portion **20D** is formed as an opening portion apart from the gap **D**. Furthermore, as shown in FIG. **5**, an opening portion **20E** may be formed by lowering an upstream-side lower end portion of the first intake pipe **20** relative to the position of a downstream-side lower end portion of the second intake pipe **18** which faces the upstream-side lower end portion of the first intake pipe **20**.

Although in the first embodiment, the cutout **20B** has a rectangular shape in a sectional view, the invention is not limited so. That is, it is possible to provide a cutout portion having a shape other than the rectangular shape, for example, an elliptical shape or the like. In such a case, it is appropriate that, with regard to at least a portion of the cutout portion, the interval **L** be greater than the size of the gap **D**.

While the invention has been described with reference to preferred embodiments thereof, it is to be understood that the invention is not limited to the preferred embodiments or constructions. To the contrary, the invention is intended to cover various modifications and equivalent arrangements. In addition, while the various elements of the preferred embodiments are shown in various combinations and configurations, which are exemplary, other combinations and configurations, including more, less or only a single element, are also within the spirit and scope of the invention.

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What is claimed is:

1. An intake device for an internal combustion engine, comprising:

a first intake pipe which is connected to the internal combustion engine so as to conduct an intake air to the internal combustion engine, and which has an opening portion that is provided in an upstream-side lower portion of the first intake pipe located at an upstream side in a flowing direction of the intake air;

a second intake pipe which has a downstream-side end portion that faces an upstream-side end portion of the first intake pipe, with a gap formed between the downstream-side end portion of the second intake pipe and the upstream-side end portion of the first intake pipe, and which conducts the intake air to the first intake pipe;

an unburned gas reflux passage that conducts an unburned gas from the internal combustion engine to the first intake pipe; and

a container that surrounds the gap and the opening, and that receives the unburned gas flowing from the opening portion.

2. The intake device according to claim 1, wherein the opening portion is provided in an upstream-side lower end portion of the first intake pipe located at the upstream side in the flowing direction of the intake air, and a distance between the downstream-side end portion of the second intake pipe and the opening portion is greater than a size of the gap.

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3. The intake device according to claim 2, wherein at least a portion of the opening portion is provided at a position below a connecting portion between the first intake pipe and the unburned gas reflux passage.

4. The intake device according to claim 1, wherein at least a portion of the opening portion is provided at a position below a connecting portion between the first intake pipe and the unburned gas reflux passage.

5. The intake device according to claim 1, wherein the container surrounds and seals a vicinity of the end portion of the first intake pipe and a vicinity of the end portion of the second intake pipe.

6. The intake device according to claim 1, wherein the opening portion is formed by cutting out a portion in the end portion of the first intake pipe.

7. The intake device according to claim 1, wherein the opening portion is formed by cutting out a plurality of portions in the end portion of the first intake pipe.

8. The intake device according to claim 1, wherein the opening portion is provided apart from the end portion of the first intake pipe.

9. The intake device according to claim 1, wherein the opening portion is formed by lowering a portion of the upstream-side lower end portion of the first intake pipe relative to the position of a downstream-side lower end portion of the second intake pipe which faces the upstream-side lower end portion of the first intake pipe.

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